

AN AMENDMENT TO THE  
ADOPTED THOROUGHFARE PLAN  
REGARDING RIVER ROAD

THE COMPREHENSIVE PLAN FOR  
TIPPECANOE COUNTY  
VOLUME 4: THE THOROUGHFARE PLAN  
ADOPTED SEPTEMBER 16, 1981  
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TIPPECANOE COUNTY AREA PLAN COMMISSION  
20 NORTH THIRD STREET  
LAFAYETTE, INDIANA 47901-1209

JOSEPH E. YAHNER, PRESIDENT  
JAMES D. HAWLEY, EXECUTIVE DIRECTOR

FEBRUARY 1989

ADOPTED BY THE TIPPECANOE COUNTY AREA PLAN COMMISSION AT ITS  
REGULAR MEETING ON FEBRUARY 15, 1989

Mayor Margerum, as a member of the Administrative Committee of the Greater Lafayette Area Transportation and Development Study, requested the Area Plan Commission to hold a hearing and recommend an amendment to The Thoroughfare Plan (Volume 4 of The Comprehensive Plan for Tippecanoe County). The amendment involves the reclassification of River Road from a Secondary Arterial to a Primary Arterial. The section of road is between a point south of the N&W Railroad overpass on the south and the intersection of Happy Hollow Road (SR 443) to the north; the amendment also includes a "complete" interchange at the intersection of North River Road and US 231.

South River Road is already classified as a Primary Arterial from a point south of the N&W overpass to the southwest as far as a proposed Divided Primary Arterial; only a partial interchange was shown on The Thoroughfare Plan at the intersection of N. River Road and US 231 (see "Before" graphic attached to this report).. In fact, the current Thoroughfare Plan mirrors the roadway improvements recommended in the Long Range Transportation Plan adopted in 1978. The Long Range Plan shows a limited access "bypass" around the western edge of the community, including a new bridge across the Wabash River.

A portion of this component of the Plan is now scheduled for construction letting in FY 1993 by the Indiana Department of Highways. The project is referred to as the "Proposed Relocation of US 231 and Wabash River Crossing." This amendment was initiated as a result of various "system improvements" proposed as part of the project. S. River Road would be reconstructed and widened. Also, new ramps are proposed at the existing N. River Road and US 231 interchange. These ramps would allow vehicles on N. River Road to head west on US 231 toward the Purdue campus. Likewise, vehicles coming from the campus would use an exit ramp to reach N. River Road. Another system improvement is the

proposed extension of Harrison Street from South Chauncey Avenue to S. River Road to provide direct access into south campus from S. River Road.

The Thoroughfare Plan, however, proposes to use Chauncey Avenue and Grant Street to bring traffic into and out of south campus. Both of these streets would be extended south from the railroad tracks to connect with S. River Road. Vehicles coming from Lafayette would use Chauncey as a northbound one-way street to reach State Street. The return trip would use Grant Street as a southbound one-way street.

At their regular meeting in January 1989, the Greater Lafayette Area Technical Highway Committee recommended the reclassification of River Road from a Secondary to a Primary Arterial for the section between a point south of the N&W overpass and the intersection of SR 443 to the north, including a complete interchange at the intersection of N. River Road and US 231. By making these changes, the Thoroughfare Plan now reflects the S. River Road improvements and new interchange ramps at the N. River Road and US 231 intersection as delineated in the US 231 Project. However, until either the final engineering and design is completed on the US 231 Project or the Long Range Transportation Plan is reevaluated, the proposed extensions of Chauncey and Grant to the south will continue to be shown on The Thoroughfare Plan (see "After" graphic attached to this report).





